



"TO THINE OWN SELF BE TRUE, AND IT MUST FOLLOW AS THE NIGHT THE DAY: THOU CANST NOT THEN BE FALSE TO ANY MAN."

By STECK, SHELOR & SCHRODER.

WALHALLA, SOUTH CAROLINA, WEDNESDAY, OCTOBER 11, 1916.

New Series No. 004.—Volume LXVI.—No. 41.

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C. W. & J. E. BAUKNIGHT,

WALHALLA, S. C.

It Pays to Buy for Cash.

German U-Boats Wreck Shipping Along New England Coast.

Six Ships Known to Have Been Sunk—Reports Indicate that Nine Went Down—Probably Three Submarines in Raid.

Boston, Mass., Oct. 8.—The submarine arm of the Imperial German navy ravaged shipping off the eastern coast of the United States today. Four British, one Dutch and one Norwegian steamer were sent to the bottom or left crippled derelicts off Nantucket Shoals.

To-night the destroyer flotilla of the United States Atlantic fleet was picking up passengers and crews of the destroyed vessels and bringing them into Newport, R. I.

So far as known there was no loss of life, though at a late hour the crew of the British steamer Kingston had not been accounted for.

A submarine held up the American steamer Kamsan, bound from New York to Genoa with steel for the Italian government, but later, on establishing her identity, allowed her to proceed. The Kamsan came into Boston harbor late to-night for her usual call here.

The hostile submarine is believed to be the U-53, which paid a call to Newport yesterday and disappeared at sunset. Some naval men, however, declared that at least two submarines are operating close to the American shore, though outside the three-mile limit.

The record of submarine warfare, as brought to land by wireless dispatches, follows:

The Ships Attacked.

The Strathdene, British freighter, torpedoed and sunk off Nantucket. Crew taken aboard Nantucket Shoals lightship and later removed to Newport by torpedo boat destroyers. The Strathdene left New York yesterday for Bordeaux and was attacked at 6 a. m.

The West Point, British freighter, torpedoed and sunk off Nantucket. Crew abandoned the ship in small boats after a warning shot from the submarine's guns. Officers and men were taken aboard a destroyer. The vessel was attacked at 10.45 a. m. She was bound from London for Newport News, Va.

The Stephano, British passenger liner, plying regularly between New York, Halifax and St. Johns, N. F., torpedoed southeast of Nantucket, while bound for New York. Reported still afloat late to-night. Passengers and crew, numbering about 140, were picked up by the destroyer Drayton and brought to Newport. The attack was made at 4.30 p. m.

The Kingston, British freighter, torpedoed and sunk southeast of Nantucket. Crew missing and destroyer searching for them. This vessel is not accounted for in maritime registers, and may be the Kingstonian. The attack occurred at 6 p. m.

Bloomersdijk, Dutch freighter, torpedoed and sunk south of Nantucket. Crew taken aboard a destroyer. The steamer was bound from New York to Rotterdam, having sailed last night.

The Chr. Knudsen, Norwegian freighter, torpedoed and sunk near where the Bloomersdijk went down. Crew picked up by destroyers. The vessel sailed from New York Saturday for London.

Air Filled With Warnings.

The sensation created yesterday when the U-43 quietly slipped into Newport harbor and as quietly slipped away three hours later, was less than the shock in shipping circles when wireless reports of submarine attacks began to come into the naval radio stations just before day today.

Within a few minutes the air was literally charged with electricity as wireless messages of warning were broadcasted along the coast.

The submarine, or submarines, had taken a position directly in the steamer lanes where they could hardly miss anything bound in for New York, or bound east from that port.

Vessels of the entente allied nations and neutral bottoms carrying contraband of war hurried to get within the three-mile limit of the American shore. Several that were following the outside course shifted and made for the inside lane. The Stephano, of the Red Cross line, however, was caught outside the neutral zone. The destruction of this vessel was perhaps the biggest prize of the day. The craft had been sold to the Russian government and would have been used as an ice-breaker after her present trip.

Throughout the day and up to late to-night none of the patrolling fleet maintained by the British and French to protect their own shipping and American ships carrying munitions of war had been sighted. Frantic appeals were sent to Halifax, but for a time the commander of the British naval station there refused to divulge what steps were being taken to meet the submarine attack.

Crews' Fate Still in Doubt.

Boston, Oct. 9.—No definite word had been received up to noon today of the fate of the crew of a vessel recorded in wireless dispatches as the British steamer Kingston, one of

the victims of German submarine attacks in the vicinity of Nantucket lightship yesterday and last night.

These men, who were thought to have left their ship before she was sunk, were reported to have been rowing their small boats some thirty miles off the lightship early in the day, but a number of United States destroyers cruised over a large radius during the forenoon without sending ashore any message that they had found the Kingston's crew.

Even the name of the sunken vessel remained in doubt. No steamer Kingston has been reported in maritime registers as having been in these waters recently.

Three Ships Not Known.

Although the captain of the lightship reassured that three submarines had sunk nine steamers, the names of three of the destroyed ships had not been determined. Neither had any of the submarines been positively identified, although opinion was almost unanimous that one was the U-53, which called at Newport Saturday, and passengers landed from the Red Cross liner Stephano quoted members of the crew as having been emphatic in their statements that the submarine which sank the Stephano was marked U-61.

Early in the day several of the fleet of United States destroyers which went to the rescue of the men, women and children sent afloat in open boats brought into Newport the passengers and crew of the Stephano. They also gave over to the care of the officers of the naval training station at Newport the Dutch steamer Bloomersdijk and the Norwegian steamer Christian Knudsen.

Eyewitnesses Give Story.

Newport, R. I., Oct. 9.—One of the destroyer Balch's crew said that he saw a German supply ship attending the submarine. The American destroyers witnessed the destruction of some of the vessels. In one instance the American boats were so thick on the scene that the German submarine commander asked the destroyers Benham and McDougall to make way for him to blow up his prey.

Eyewitness stories of the torpedoing of passenger and freight steamers by German submarines off Nantucket yesterday were told here today.

According to a report brought by officers of a flotilla of United States destroyers which picked up passengers and crews of several of the vessels destroyed, nine merchant ships were sunk.

One of the submarines is supposed to have been the U-53 which visited this harbor Saturday and another was declared to be the U-61. Mrs. Henry B. Wilson, of Williamstown, Mass., a passenger on the Stephano, one vessel sunk, said that an officer and several of the crew told her that they had distinctly seen the name U-61 on the submarine that attacked their ship.

Nine Vessels Sunk.

Six vessels were known to have been sunk and the report that the total was nine was based on a statement of the captain of the Nantucket Shoals lightship. The captain said that three submarines were engaged. The list of submarine victims included four British, one Norwegian and one Dutch vessel. The identity of the other three reported to have been lost had not been learned today.

It was believed that no lives had been lost, and although the men of the freighter Kingston were reported adrift in open boats, the fact that the weather was mild and the sea calm made it seem probable that they would be rescued.

30 Americans on Stephano.

Of the passengers of the Stephano 30 were American tourists returning from New Foundland and the Canadian maritime provinces. All came through their rough experience without injury, according to officers of the American destroyers, but lost nearly all their effects. Some saved a few valuables, but their baggage was lost.

Lieut. Commander Miller, of the Ericsson, which picked up some of the boats from the Stephano, said that no attack was made on this vessel until all on board had left. When the Ericsson arrived at the lightship, Commander Miller observed a submarine about a mile distant, and almost immediately heard three shots from the bow gun of the submarine. Through the haze he could dimly make out the Stephano, the object of attack. None of the shots struck and probably none was aimed directly at her. The Stephano hove to immediately and sent a message to the Ericsson saying, "Please take off our passengers."

Before Commander Miller could get his boats to the side of the steamer she had loaded all her passengers in her own boats, from which they were taken on board the de-

stroyer within five minutes. The Stephano was still afloat when the destroyer left, but was reported later as sunk by a torpedo.

The Ericsson brought her 25 women and ten children, while the destroyer Balch brought 69 others from the Stephano, including passengers and members of the crew.

Eighteen of the women were landed at the government pier by permission of the health officers and were taken in automobiles to the homes of Governor R. L. Beeckman, Mrs. French Vanderbilt and Arthur Currier James. Dr. Andrews, who is connected with the Grenfell Mission, was one of the four Stephano passengers taken to the home of Mrs. Cornelius Vanderbilt. Dr. Andrews was on his way to New York. In describing his experiences Dr. Andrews declared that the Germans gave the boat proper warning and then stood by until all of the passengers had been taken off.

None Left on Doomed Vessel.

Officers of the United States torpedo boat destroyer which had arrived in time to take care of the passengers of the Stephano visited the steamer, he said, "to make sure that all of the passengers and crew were safe. Then members of the German crew boarded her and opened her water cocks." He said no torpedo was discharged.

While the Germans were engaged in disposing of the Stephano, a Dutch vessel, probably the Bloomersdijk, standing a short distance away, "like a steer waiting to be slaughtered," in the words of Dr. Andrews. She had been warned by the submarine to hold up as her turn was coming next.

Dr. Andrews praised the work of the American warships which went to the assistance of the distressed vessels. He said they gave every possible assistance to the distressed passengers.

Mrs. Henry B. Wilson, of Williamstown, Mass., said that the passengers were going to dinner when some one told them that there were destroyers all around the steamer and that a submarine was nearby. They thought all of these were American boats until the German flag was seen. Three shots were fired across the bow of the Stephano, Mrs. Wilson said. The steamer was stopped and all were ordered to take to the boats. The passengers did not have time to go to their state rooms and saved none of their personal belongings. The sea was calm and all were transferred to the destroyer Ericsson without difficulty. The Ericsson, she said, was nearly out of sight of the Stephano when the liner sunk.

Situation Clear; Possibilities Grave.

Long Branch, N. J., Oct. 9.—Secretary Lansing, it was announced to-night, will come here to-morrow for a conference with President Wilson concerning German submarine raids off the American coast. Mr. Lansing is expected to remain overnight at the President's summer residence.

The announcement that the Secretary of State would confer with the President confirmed the impression gained here earlier in the day that the American government considered the attacks on vessels off the American coast by German submarines as fraught with grave possibilities. At the same time it was made clear that nothing in the reports so far received show that international law or earlier promises of Germany have been violated. Concern over the situation centered chiefly about the possibility of what might happen if the submarine attacks are continued.

The position of the American government and its determination to make a full investigation before acting were made clear in the following statement given out by the President:

Stands by Demands.

"This government will, of course, first inform itself as to all the facts that there may be no doubt or mistake as far as they are concerned.

"The country may rest assured that the German government will be held to the complete fulfillment of its promise to the government of the United States. I have no right now to question its willingness to fulfill them."

Count von Bernstorff, the German ambassador, who came here today to give the President a personal letter from the German Emperor on Polish relief, discussed with President Wilson the new activities of German submarines. It was understood that the President made it clear that while the American government had no intention of interfering with the legitimate activities of submarines, it would insist on the strict observance of the pledges given previously by the German government.

The ambassador, while expressing an entire lack of official information from his government on the new submarine attacks, said that Germany had promised to conduct her submarine warfare in accordance with the rules of cruiser warfare.

Surprise to Him.

The ambassador remained with the President only 15 minutes and was smiling when he left. He declared he was as much surprised as anybody when the news of the sinking of the first British ship reached him.

It is understood that the talk between the President and the ambassador was entirely friendly, but that the President informed the ambassa-

OCONEE COTTON MARKET.

Wednesday, 10.25 A. M.

WESTMINSTER—(J. G. Breazeale.)	
Cotton, per pound	17 1/4
Seed, per ton	\$52.00
WALHALLA—(C. W. Pitchford.)	
Cotton, per pound	17
Seed, per ton	\$52.00
WEST UNION—(Strother & Phinney)	
Cotton, per pound	17
Seed, per ton	\$52.00
SENECA—(R. V. Nimmons.)	
Cotton, per pound	17
Seed, per ton	\$52.00
NEWBY—(Courtenay Mfg. Co.)	
Cotton, per pound	17
Seed, per ton	\$51.00

Transport Sunk, Hundreds Lost.

Paris, Oct. 9.—The steamship Gallia, an auxiliary cruiser, carrying 2,000 Serbian and French soldiers, was torpedoed and sunk on October 4 by a submarine. Thirteen hundred men picked up by a French cruiser and landed in boats on the southern coast of Sardinia have been accounted for thus far.

The torpedo caused the explosion of ammunition in the hold of the Gallia and also destroyed the wireless apparatus, making it impossible to send out calls for help. The crew and soldiers escaped to rafts and small boats, a number of which were picked up by the French cruiser.

Of the 2,000 troops on the Gallia, says a later dispatch, when she sunk in the Mediterranean on October 4, 1362 were saved.

dor of his determination to act firmly if the rights of the United States are infringed.

To Raise New Point.

It is considered probable that during the conference the French ambassador may lay before the President the view of the entente governments that German submarines should not be allowed to come into American ports. This point probably will be taken up by the President with Secretary Lansing to-morrow night.

U-Boats May Enter.

Washington, Oct. 10.—The United States has refused to accept the contention of the entente allies, urging that neutrals deny the use of their harbors to all submarines, whether merchantmen or warships, Counselor Polk, of the State Department, announced to-day.

The allied governments in a memorandum to neutrals called attention to "the grave danger incurred by neutral submarines in the navigation of regions frequented by belligerent submarines." Counselor Polk announced the department's position, but refused to discuss the reasons for it.

The claim of the allies that submarines are outlaws, as the note called last night from London shows, brought up the question of whether the American government may be sued for damages resulting from the call of the German submarine U-53 at Newport before she started on her spectacular raid against commerce. The allies may take the position that Newport was made the base for operations, which officials estimate already have caused at least \$6,000,000 damage to allied shipping and trade. This government, however, holds that a warship has a right to enter a neutral harbor and that the U-53 in no way attempted to make Newport a base.

U-Boat Sighted Off Tybee?

Savannah, Ga., Oct. 10.—The presence of a submarine off the Georgia coast this morning was unofficially reported to custom house authorities, and the British consul at Savannah. Up until a late hour to-night no official report of the presence of the undersea boat had been received.

The submarine was reported as being on the off-shore side of Martin's Industry lightship, 15 miles east, northeast of Tybee bar. Neither the British consul nor customs house authorities would state where their information came from, although stressing the fact that it was entirely unofficial.

From other sources, however, it is understood that the information came in the form of a wireless message from a ship at sea, picked up here Monday afternoon. The message was being sent to Charleston, it is understood, and reported the submarine, her decks slightly awash and apparently in waiting. Her nationality could not be determined, nor could it be ascertained whether she was armed.

Russians Get Two German Subs.

Christiana, Norway, Oct. 9.—A Russian torpedo boat yesterday sank two German submarines after the submersibles had attacked the Russian wireless station at Sepnavolok, on the Murman coast, according to information received here to-day from Petrograd. Several persons were killed by the gunfire of the submarines.

A whale struck by a harpoon has been known to dive at the rate of 300 yards in a minute.

OCTOBER 11, 1916

105 Years Ago To-day

The first Steam Ferry-boat service in the world was established between New York City and Hoboken, N. J.

The people in those days were doubtless as excited over their initial trip on the Ferry as were the inhabitants of these same cities a century later on their maiden trip under the river through the Hudson Tube. Modern transportation facilities cost their promoters millions of dollars, and any worth-while undertaking requires capital. There is hardly a man who does not wish to become identified with some enterprising business. Let this institution aid you in acquiring the means—open an account here and add to it regularly.

WESTMINSTER BANK

When You Think of Banking Think of THE WESTMINSTER BANK.

MAKE YOUR OWN FLOUR!

It is cleaner and purer and better than any you can buy. It is no trouble to make it if you use our Fish and Blood Guano when you sow your wheat.

W. F. FARMER, Secretary
ANDERSON PHOSPHATE AND OIL COMPANY.
— See —
MOSS & ANSEL, Walhalla, S. C.
J. G. BREAZEALE, Westminster, S. C.
P. P. SULLIVAN & CO., Madison, S. C.

STATE FAIR AND JUBILEE.

Great Preparations Being Made for Pleasure of Thousands.

Columbia, Oct. 9.—Special: The biggest street carnival ever held in Columbia will be the Harvest Jubilee, October 23-27, introduced last fall in connection with the State Fair. The festival this year will be on a more comprehensive scale. The young woman to be selected queen of the jubilee will be crowned Monday evening of the opening day of the fair in front of the State House, and a ball immediately thereafter will be given in her honor.

Tuesday has been designated as "Floral Day." At 6 o'clock in the afternoon the floral parade will be given, and all classes of vehicles in floral decoration will compete for a list of cash prizes.

Wednesday is "South Carolina Day." Again in the afternoon a parade, such as has never before been assembled, of South Carolina's natural resources will pass through Main street. In addition to the huge floats by Clemson College, Winthrop College, home demonstration workers, boys' corn clubs, the State Department of Agriculture and other allied interests of the State, many entries will come from individual farmers. Three prize have been

offered, for \$100, \$50 and \$20, respectively.

Thursday will be known as "Columbia Day." The morning will be given over to band concerts, while in the afternoon the magnificent trades display will be held, when again long trains of floats will go by, demonstrating the business interests of the Capital City.

"Military, School and Patriotic Day" will be observed Friday, the final day of the fair. Should the two regiments of troops now on the Mexican border return to South Carolina by that date, these will participate. An effort is now being made to have the military schools and colleges, and all fraternal organizations, together with civilians, in the parade. Valuable cash prizes have been offered to the military school making the best exhibit. The parade is intended to add impulse to the idea of preparedness.

Free acts will also be a feature on Main street each afternoon and night. Four of these specialties have been procured, and free performances will be given on Main street by each in the afternoon, and as many again in the evening. The acts will be staged at the juncture of four of the streets with the main thoroughfare, and the performances are scheduled one half hour apart that the crowd may witness all of these. Indications are that no such crowds have ever before moved upon Columbia as will come to the Capital City late this month.

County Farmers' Union.

The Oconee County Farmers' Union will meet with Fairview Local, at Fairview school house, on Saturday, October 14th, at 11 o'clock a. m. All locals are requested not only to send full delegations, but all members are urged to come, as there will be business of importance to be attended to.

T. Y. Chalmers, President.

J. H. Garrison, Secretary.
Meeting Ebenezer Local Union. Ebenezer Local Farmers' Union, No. 72, is hereby called to meet Friday evening, October 13th, at 7.30 o'clock. There are several matters of importance to be attended to, and all members are urged to attend promptly. J. L. Vaughn, Pres.
J. L. Abbott, Secretary.